



## KM / Ship-Layout

DATA AS OF 2011 (standard replenishment)

KM / KM-1 / Ship-Maket



Experimental ekranoplan. Developed by the Central Design Bureau for Hydrofoil Vessels (SPK) of Chief Designer R.E. Alekseyev (now the Central Design Bureau for Hydrofoil Vessels named after R.E. Alekseyev), lead designer - V.P. Efimov. The ekranoplan was created as an experimental prototype to test the capabilities of ekranoplans of this size. The design was carried out in 1964-1965. The construction of the ekranoplan in a single copy was completed in March 1966 at the Volga plant (Chkalovsk, Nizhny Novgorod Region). The KM ekranoplan made its maiden flight on October 18, 1966 in Kaspiysk. The ekranoplan was piloted by R.E. Alekseyev and V.F. Loginov. Further tests of the KM were conducted by leading test pilots D.T. Garbuzov and V.F. Troshin. In 1980, during a test flight, due to a pilot error, the KM crashed without human casualties, after which it was not restored.

Organizationally, ekranoplans in the USSR and Russia belonged and belong to the Navy. Abroad, the ekranoplan is better known as the "Caspian Monster". Before the appearance of the An-225 "Mriya" aircraft, the ekranoplan KM was the heaviest aerodynamic aircraft in the world.



Ekranoplan KM board No. 04 during testing ( <http://www.airwar.ru> ).

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## Visitors

2,35M	50,863
350,909	48,856
139,848	39,471
137,571	34,641
123,545	32,271
84,775	28,241
71,414	27,491
62,144	25,074



## Latest comments

**VA-111 Shkval M-5**

hi-res

[mpashnev](#) 2020-08-13 16:26

**VA-111 Shkval M-5**

[arma37@tank7](#) Wrote:From which book? t-95yes from the same... in neighboring topics the title was written by Sierra

[DIMMI](#) 2016-10-07 12:49

**VA-111 Shkval M-5**

From which book? t-95

[arma37@tank7](#) 2016-10-06 21:36

**VA-111 Shkval M-5**



Ekranoplan KM in Kaspiysk during testing (Komissarov S. Russia's Ekranoplans. England, Midland, 2002).

Author: [DIMMI](#)

Created: 20.11.2011 00:24:16

Comments: [12](#)

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## UMGT-1 / AT-3 Orlan

DATA AS OF 2011 (standard replenishment)

UMGT-1 "Waterfall"

UMGT-1 "Orlan" / AT-3 / product 297

UMGT-1 "Wind"

UMGT-1 "Rastrub-B"

UMGT-1 "Dukat-2"

UMGT-1M / UMG-1ME



Universal small-sized anti-submarine torpedo, homing. Developed by NPO Uran of the USSR Ministry of Shipbuilding Industry (TsNII Gidropribor) under the supervision of Chief Designer V.A. Levin. Torpedo tests were conducted on the submarine of Project 690 BRAVO. Adopted into service in 1981 as a warhead of the [RPK-6 Vodopad](#) anti-submarine missile system. Later, modifications of the torpedo were adopted for use in other missile systems, as well as for anti-submarine aviation. The torpedo is designed to destroy submarines in any position, transports and other unarmored ships. The UMG-1M modification was created by TsNII Gidropribor after 1991.



UMGT-1 torpedo, equipment exhibition at Knevichi airfield, Far East, April 9, 2012 ( <http://quick-spinch.livejournal.com> ).

An article for every occasion

[Sierra](#) 2016-10-06 19:51

### [VA-111 Shkval M-5](#)

Slaanesh Wrote: although we may not need it, but India is interested) <http://www.ca-news.org...>

[Artist](#) 2014-09-13 04:12

### [VA-111 Shkval M-5](#)

I accidentally saw an article on Wikipedia about the Dastan plant i Kyrgyzstan. This topic is nonsense

[Artist](#) 2014-09-13 03:06

### [VA-111 Shkval M-5](#)

Vladimir Vladimirovich Wrote: Removed from service in the early 1990s (((This is a lie. Nothing...

[Artist](#) 2014-09-11 21:02

### [VA-111 Shkval M-5](#)

although we may not need it, but India is interested)<http://www.ca-news.org/news/725931>

[Slaanesh](#) 2011-07-05 13:03

### [VA-111 Shkval M-5](#)

Hmm, interesting, only surface targets are written. By the way. It's interesting, what is the epic...

[Slaanesh](#) 2011-07-05 13:01

### [VA-111 Shkval M-5](#)

A small remark - a wonderful example of the German trace. A magnificent development of their ideas. :beer:

[Sierra](#) 2011-05-30 01:40





Il-38 and UMG-1 torpedo. Elizovo airfield, Kamchatka, Air Fleet Day, August 15, 2010 (photo by A.A. Piragis, <http://www.fotopetropavlovsk.ru> )



UMGT-1 torpedo ( <http://forums.airbase.ru> ).



UMGT-1ME torpedo (Proshkin S., Marinin V. Russian torpedo weapons. // Military parade. No. 3 / 1997).

Author: [DIMMI](#)

Created: 18.01.2009 00:33:06

Comments: Z

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## pr.615 / A615 - QUEBEC

**DATA FOR 2009 (standard update)**

pr.615 - QUEBEC

pr.A615 - QUEBEC

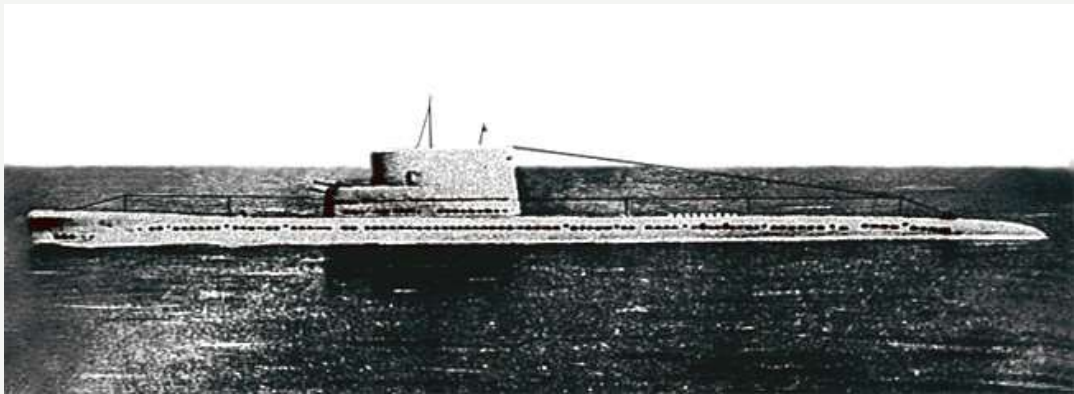
★★★



A small submarine with a closed-cycle diesel engine ("M"). R & D was started by TsKB-18 (later renamed TsKBMT "Rubin") in 1946 (chief designer - A.S. Kassatsier) using the experience of developing and testing the experimental submarine of Project 95 (submarine of the M type, XV series, 1941-1946). The experimental submarine of Project 615 - M-254 (factory number 579) was laid down at Plant No. 196 ("Sudomech", Leningrad) on March 17, 1950, launched on August 31, 1950. Mooring trials of the submarine began on September 28, 1950 (continued until June 1951). In June 1951, sea trials began at the Kronstadt roadstead and in the Gulf of Finland. Before the start of state trials in April 1952, due to a transmission malfunction, she crashed into a berth, damaging her light hull. She entered service with the Baltic Fleet based in Kronstadt on July 31, 1953 for trial operation and trials. Based on Project 615, a series of submarines of Project A615 (615A) was laid down in the amount of 30 submarines (23 units at the Sudomekh Plant, Leningrad, and 7 units at the A. Marti Plant, Leningrad). The submarines of Project A-615 were laid down from September 8, 1953 (lead M-255) to April 5, 1956. The lead submarine was launched on September 16, 1954. They entered service with the Navy on December 10, 1955 (lead), December 27, 1958 (the last in terms of construction speed, M-301). One of the laid down submarines was completed according to Project 637 (M-361). The submarines of Project A615 were generally similar to Project 615, including the composition of their armament at the time of delivery to the Navy. The submarines of Project A615 were decommissioned from the Navy in the 1970s. By default, the data is Project 615.



Submarine monument M-296 pr.A615 QUEBEC in the memorial complex "411 battery", Odessa. Inscription on the submarine - "M-305".  
(photo - Anatoly Odaynik, <http://tsushima.su> ).



Experimental submarine M-254 pr.615 QUEBEC during testing (Spassky I.D., Five colors of time. FSUE TsKB MT "Rubin", 2001)

Author: [DIMMI](#) Created: 27.05.2009 22:40:42 Comments: [2](#) [READ THE FULL ARTICLE →](#)

SA-NX-?

**DATA AS OF 2012 (requires updating ) SA-NX-?**



Anti-aircraft missile system for use from submarines from a submerged position. According to Western data, as of 1987, the USSR was developing a similar SAM. The further fate of the development is already unknown as of 1997. There is still no confirmation of the existence of such a development.

Author: [DIMMI](#) Created: 17.01.2009 01:07:14 Comments: [4](#) [READ THE FULL ARTICLE →](#)

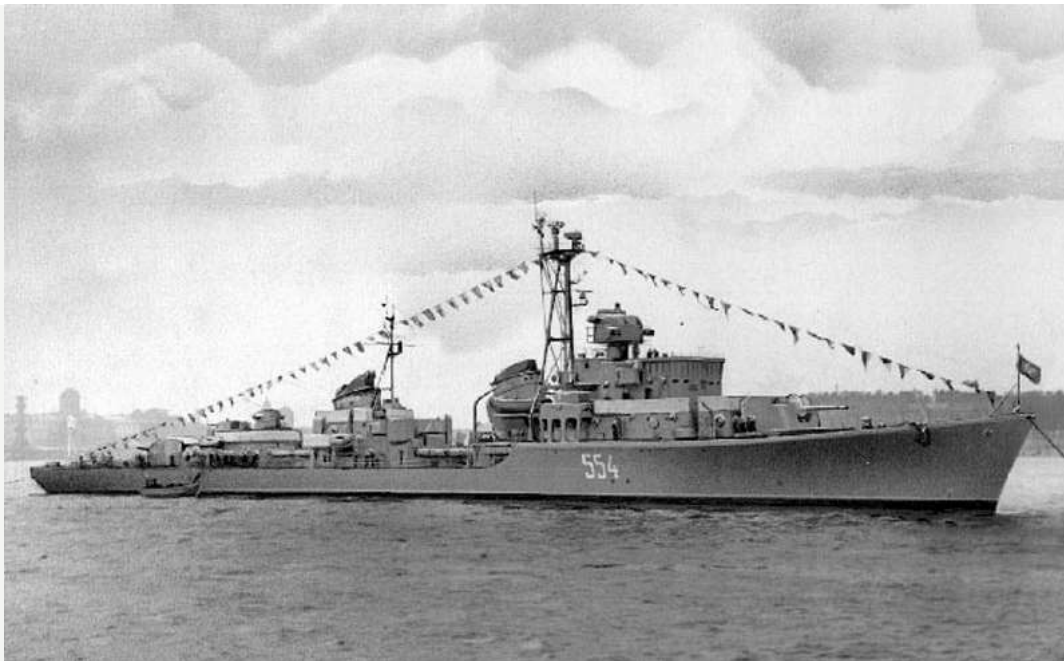
85mm mount 92-K

**DATA AS OF 2012 (standard replenishment ) 92-K**



Universal turret 2 x 85-mm artillery mount. The mount was created as a result of the modernization of the 76.2-mm anti-aircraft mount 39-K using the artillery part of the 85-mm mount 90-K with automatic control from the MPUAZO "Soyuz". The 85-mm guns of the 90-K mount were produced since 1942 by Artillery Plant No. 8 (Sverdlovsk), but were officially accepted into service only in June 1946. In 1944, on the basis of the gun of the 90-K mount , the single-barrel artillery mount MK-85 was created at TsKB-34. The mount was designed for use on river artillery boats, but was also used on some destroyers of Project 30bis. This artillery mount was accepted into service in 1946 and was produced until the mid-1950s. In 1946, a two-gun modification of the artillery mount was created - 92-K, accepted into service in December 1946. In the period 1946-1953, the industry produced 102 92-K mounts.





Destroyer "Solidny" pr.30bis ( <http://spkb.air.spb.ru> ).



85-mm artillery mount 92-K on the open platform of the ship's artillery in the branch of the Central Naval Museum "Kronstadt Fortress", Kronstadt, 23.09.2010 (photo - FotoSegS, <http://fotki.yandex.ru> ).

Author: [DIMMI](#)

Created: 22.01.2009 22:41:03

Comments: [1](#)

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## UGST / UGST-M

**DATA AS OF 2012 (standard replenishment)**

**UGST / "Fizik-1" / product 2534**

**UGST-M**

★★★★★

Universal deep-sea homing torpedo. Development of the torpedo was started on the topic of the UGST "Fizik" R&D project in 1986 at the Morteplotekhnika Research Institute (St. Petersburg), the torpedo homing system was developed by GNPP "Region", an alternative version of the homing system was developed by TsNII "Gidropribor". The torpedo is designed to destroy surface ships and submarines (universal). The APD engine developed by the Morteplotekhnika Research Institute was tested in 1995. The torpedo was accepted into service with the Russian Navy in 2002 and as of 2003 is offered for export. The torpedo was first demonstrated in 2003 at the MVMS-2003 maritime show in St. Petersburg. By default, these torpedoes are UGST for Russian standard torpedo tubes. Serial production of UGST torpedoes as of 2008 was carried out at the Dagdizel plant (Kaspiysk, Dagestan).



UGST torpedo at one of the military equipment exhibitions in St. Petersburg ( <http://www.oborona.ru> ).

Author: [DIMMI](#)

Created: 14.02.2011 20:32:42

Comments: [2](#)

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## pr.617 WHALE

**DATA AS OF 2009 (standard replenishment)**

pr.617 WHALE

★★★



An experimental medium submarine with a steam and gas turbine power plant (one copy was built - S-99). When creating the power plant of the submarine of Project 617, the experience of creating a similar propulsion plant on hydrogen peroxide by the German designer G. Walter (submarine of the XXVI series) and the work of German specialists in the interests of the USSR Navy (started in 1946) on the submarine of Project 616 were used. R & D of the submarine of Project 617 was carried out by TsKB-18 (chief designer A.A. Antipin), the propulsion plant development was carried out by SKB-143. The pre-draft design was completed at the end of 1947. In May 1948, based on the specifics and experimental nature of the project, the work was transferred to SKB-143 in full (chief designer A.A. Antipin, assistant - S.N. Kovalev). The construction of the submarine was carried out at the Sudomek plant. It was assumed that after the completion of the tests of the experimental submarine, a series of 100 units would be built. The submarine was laid down on February 5, 1951, launched on February 5, 1952 and accepted for trial operation and testing in the Navy on March 20, 1956.



Submarine project 617 WHALE during testing ( <http://www.ckb-rubin.ru> ).

Author: [DIMMI](#)

Created: 16.06.2009 23:36:59

Comments: [1](#)

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## pr.1906 Poisk-6 - SUBMERSIBLE

**DATA FOR 2011 (requires updating)**

pr.1906 "Poisk-6" - SUBMERSIBLE

pr.1848 "Poisk-6S" (project)

★★★

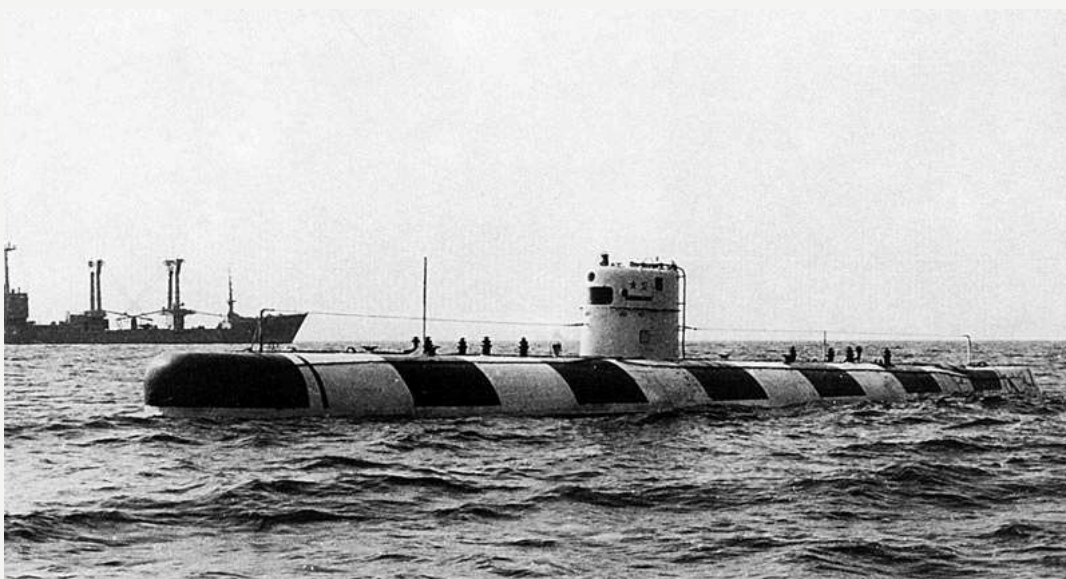


Manned self-propelled deep-sea underwater vehicle / deep-sea complex with a first-generation carrier vessel. In some sources, the vehicle is classified as a "bathyscaphe". The draft of the tactical and technical specifications for the creation of the vehicle was received by the Rubin Design Bureau in early 1966. The purpose of the vehicle is to conduct search and research work in the interests of the Navy at depths of the continental slope up to 6,000 m. One of the purposes of such vehicles is additional search, classification and survey of sunken objects. Chief designer - N.A. Klimov, leading designer for the pre-draft project - E.N. Shakhinin. Work on the pre-draft project was carried out from early 1966 in N.M. Klimov's group. At the end of 1966, the project was transferred to the chief designer Yu.K. Sapozhkov, deputies - G.G. Katsman, E.N. Shakhinin and M.N. Diomidov. By the end of 1966, the creation of a preliminary draft project in the version with liquid and solid lightweight fillers (see Design) was completed. The draft Resolution of the USSR Council of Ministers and the draft order of the USSR Ministry of Shipbuilding Industry for the working design were agreed upon by September 1967. In 1967, the creation of a preliminary project began.





Model of the deep-sea vehicle "Poisk-6" pr.1906 in the museum of the Central Research Institute named after Academician A.N.Krylov, 21.11.2011 ( <http://fotoprom.ru> ).



Deep-sea vehicle AS-7 pr.1906 "Poisk-6" in the Pacific Ocean (photo from the archive of sam7, <http://forums.airbase.ru> ).

Author: [DIMMI](#)

Created: 04.07.2011 17:08:55

Comments: [3](#)

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[USET-80 / USET-80K](#)

DATA AS OF 2012 (standard replenishment)  
 USET-80 "Tamga" / UST-A / product 2503  
 USET-80-05 "Vetla" / product 2503  
 USET-80 "Getit" / product 2503  
 USET-80K "Keramika"  
 USET-80KM



Universal homing electric torpedo. The torpedo was developed by the Gidropribor Research Institute as the final result of search work on the UST torpedo competition announced by the Navy in 1964 and completed in 1975. Chief Designer - A.V. Sergeev. After lengthy design and testing, the UST-A Tamga torpedo was accepted into service with the USSR Navy under the designation USET-80 in 1980. After its acceptance into service, the Navy encountered a large number of misses in the Northern Fleet during practical firings. In the conditions of the deep-water ranges of the Black Sea, the Vodopad homing system ensured the response radius for non-evading submarines specified in the technical specifications, but during tests in real combat conditions, including at shallow depths of the Northern Fleet, the results were unsatisfactory. In 1988, the USET-80 torpedoes were equipped with an upgraded Keramika homing system, and the torpedo was accepted into service under the designation USET-80K in 1989. Serial production of the USET-80 torpedoes was carried out at the Dagdizel plant (Kaspiysk, Dagestan).



Torpedo USET-80, cutaway model (Proshkin S., Marinin V. Russian torpedo weapons. // Military parade. No. 3 / 1997).

Author: [DIMMI](#)

Created: 14.02.2011 20:26:50

Comments: [15](#)

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## [pr.10200 Khalzan](#)

DATA AS OF 2010 (standard replenishment)  
 pr.10200 "Khalzan"  
 pr.10200M



Anti-submarine warfare helicopter carrier, landing helicopter carrier (project). Development of an anti-submarine warfare helicopter carrier based on the Project 1609 high-speed civilian container ship-ro-ro was initiated by Admiral N.N. Amelko, Deputy Chief of the General Staff of the USSR Armed Forces, in 1978 after the Argus research project, also initiated by him, was completed (study of an integrated anti-submarine system, including the possibility of building inexpensive anti-submarine warfare helicopter carriers based on civilian vessels, A.N. Krylov Central Research Institute, research director V.V. Dmitriev). Project 1609 Kapitán Smirnov ship (lead ship, 1978, only 4 built) with a gas turbine power plant consisting of 2 x GGTA M25 with a waste-heat circuit and a capacity of 25,000 hp each. on each of the two shafts, deadweight 20,000 tons, full displacement 35,000 tons, length 203 m, width 30 m, side height 21 m, draft 9.9 m and speed of 26 knots were built at the Kherson Shipyard. The terms of reference for the creation of the Project 10200 helicopter carrier were prepared in 1977. The Resolution of the Council of Ministers of the USSR dated 21.04.1977 planned the construction in 1981-1990 of a series of 4 ships of the project on slipway No. 1 of the Shipyard in Nikolaev as part of a series of ro-ro ships of Project 1609 with parallel construction on slipway No. 0 of a series of aircraft carriers of Project 1143 with gradual improvement of the project.



Helicopter carrier pr.10200 "Khalzan" (Babich V.V., The City of St. Nicholas and its Aircraft Carriers. Nikolaev, "Atoll", 2007)

Author: [DIMMI](#)

Created: 23.05.2010 00:57:58

Comments: [12](#)

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## [pr.1178 Kherson \(project\)](#)

DATA AS OF 2010 (standard replenishment)  
 project 1178 / 11780 "Kherson" (project)  
 "Kherson" (not laid down)  
 "Kremenchuk" (not laid down)



Aircraft-carrying universal landing ship-dock (project). Developed by Nevskoe Design Bureau, development began before 1986. The project had the unofficial name "Ivan Tarava". The ship was initially designed in landing, anti-submarine and VTOL aircraft versions. Later, the aircraft version was abandoned. The construction of two ships of the project - "Kherson" and "Kremenchuk" - was supposed to be carried out on the slipway "1" of the Black Sea Shipyard (Nikolaev) in 1991-1995. The labor intensity of the ship's production was 13 million



man-hours, which called into question the production of aircraft carriers of projects [1143.5](#) and [1143.7](#) at the same shipyard. Development was terminated at the design stage.



Variant of the aircraft-carrying universal ship-dock "Kherson" project 11780 (photo from the archive of Denis KA, <http://forums.airbase.ru> )

Author: [DIMMI](#)

Created: 04.07.2010 01:39:53

Comments: [1](#)

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## pr.904 Orlyonok

DATA AS OF 2011 (in progress)

pr.904 / A-90 "Orlyonok"



Small landing ship-ekranoplan (MDE). Developed by the Central Design Bureau for Hydrofoil Vessels (SPK) of R.E. Alekseev (now the Central Design Bureau for Hydrofoil Vessels named after R.E. Alekseev) using the experience and basic diagram of the conceptual model of the SM-6 ekranoplan (1972). The ekranoplans were built at the Volga Plant (Chkalovsk, Nizhny Novgorod Region). The first experimental ekranoplan S-23 made its maiden flight in 1972 in one of the canals on the Volga near Chkalovsk, after which it was transported by barge to Kaspiysk for full-scale testing. As of 1977, the Orlyonok S-23 ekranoplan was undergoing flight tests. The ekranoplans of the pilot series (3 units in addition to the S-23) were consolidated into the 11th separate air group directly subordinated to the Main Staff of the USSR Navy Aviation. The prospective plans for the development of the USSR Navy envisaged the construction of a series of 120 ekranoplans of the project. After the death of the USSR Minister of Defense D.F. Ustinov in 1984, work on the program for the construction of a large series of ekranoplans was curtailed.



Ekranoplan A-90 "Orlyonok" project 904 ( <http://militaryphotos.net> ).

Author: [DIMMI](#)

Created: 21.11.2011 00:12:26

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## pr.1840 - LIMA

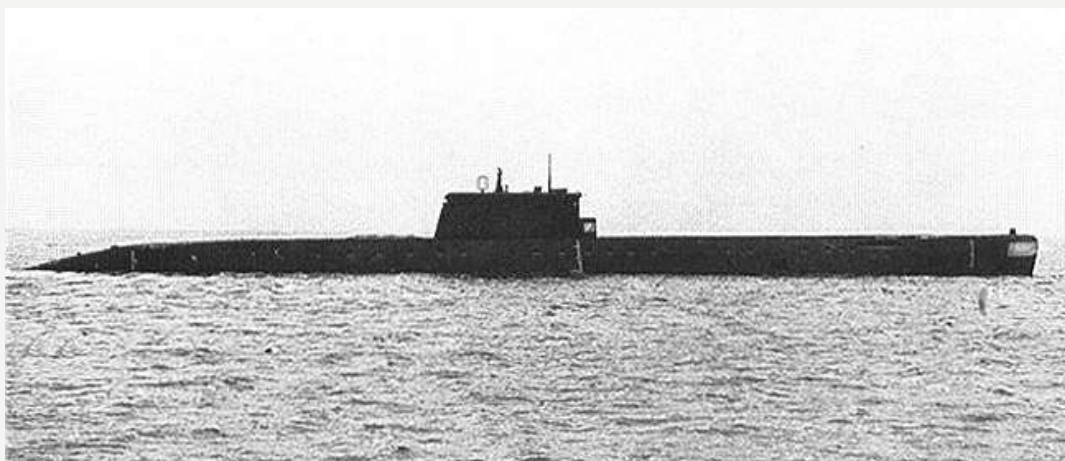
### DATA AS OF 2011 (standard replenishment)

pr.1840 - LIMA

★★★★



Large special (experimental) diesel-electric submarine-laboratory ("BS", underwater base-laboratory - PBL). Built in a single copy (BS-555, factory No. 01665) and intended for experiments as a deep-sea diving base, diving equipment testing and emergency rescue operations. R & D was started by TsPB "Volna" (SPMBM "Malakhit") together with GNII-40 of the USSR Navy under the Resolution of the Council of Ministers of the USSR No. 872-285 of September 20, 1967 with the aim of developing the ocean depths under the "Launch-Sea" theme. Chief Designer - Ya.E. Evgrafov (since 1971 - E.S. Korsukov, since 1973 - S.A. Dementyev). The technical specifications for the creation of the submarine were prepared by GNII-40 and SPMBM "Malakhit". The technical design of the submarine was approved in May 1972 (developed under the supervision of E.S. Korsukov) and construction of the submarine was planned by the Leningrad Admiralty Association (Leningrad) with a delivery to the fleet scheduled for 1974. Development of design documentation was completed in 1974. The submarine was laid down at the shipyard on October 26, 1977, and launched on August 11, 1978. Accepted into the Navy for trial operation on January 25, 1980. Responsible deliverers I.E. Krasnorutsky and V.D. Ivanov, chief builder - Ya.A. Ger. During operation in 1981-1982. The submarine underwent comprehensive tests of life support systems and a diving complex, tested a mode of long-term stay at depths of 50, 100 and 200 m for six divers for 18 days, and conducted 55 submarine descents to these depths. During the first year of operation, the submarine of Project 1840 covered 15,570 miles, spent 1,600 hours on the ground, and conducted 210 dives to depths of up to 300 m. It was decommissioned due to the need for repairs in 1991. It was excluded from the Navy in 1992.



Submarine BS-555 pr.1840 LIMA during tests (Admiralty Shipyards of the Russian submarine fleet. St. Petersburg, "Gangut", 2003)

Author: [DIMMI](#)

Created: 23.06.2009 12:00:44

Comments: [2](#)[READ THE FULL ARTICLE](#) →

## 53-65 / 53-65A

### DATA AS OF 2011 (standard replenishment)

53-65 / SST / B-1-51

53-65M / product 266

53-65MA / 53-65A / SST-2 / product 234

★★★★

Anti-ship torpedo. Developed by the Lomonosov branch of the Research Institute-400 (later renamed the Research Institute "Morpelotekhnika") on the basis of the 53-61 torpedo under the R&D topic B-1-51. Chief Designer - D.A. Kokryakov - was awarded the USSR Lenin Prize in 1964 for the creation of the torpedo. Development of control devices for the SST torpedo began in 1958. Testing of an experimental batch of SST torpedoes began on Lake Issyk-Kul in 1961. State tests of the SST torpedo were completed in 1965; in the same year, it was accepted into service under the name 53-65.

In 1969, the Lomonosov branch of the Research Institute-400 released a modernized version 53-65M, and in the same year, a version 53-65K with an oxygen thermal engine was released. The 53-65K torpedo was developed on an initiative basis by the Design Bureau of the S.M. Kirov Plant (Alma-Ata) without technical specifications, R&D, and design work using serially produced units and parts of other torpedoes.

In 1967, the Lomonosov branch of the Research Institute-400 began developing the SST-2/53-65MA/53-65A torpedo for the Project 705 submarine with an automatic torpedo firing system based on the 53-65 torpedo. A new homing system was installed on the torpedo and the engine was modernized; the torpedoes were equipped with an electric firing data input system. At the suggestion of the S.M. Kirov Plant Experimental Design Bureau, a practical torpedo compartment with an inflatable elastic container was introduced instead of an extendable one. Testing of the SST-2 torpedo began in 1968 and continued in 1969 on Lake Issyk-Kul. Tests of the 53-65MA/SST-2 torpedo were completed in December 1969. The 53-65A torpedo for the Project 705 submarine was accepted into service in 1973 and was mass-produced at the S.M.Kirov Plant (Alma-Ata). By default, the data for the 53-65 torpedo.

Torpedo 53-65MA ( <http://www.kremalera.narod.ru> ).Author: [DIMMI](#)

Created: 23.02.2011 08:52:42

Comments: [1](#)[READ THE FULL ARTICLE](#) →

## 53-65K

### DATA AS OF 2011 (standard replenishment)

53-65K / product 243



**53-65KE / product 243**

Anti-ship torpedo. A version of the 53-65 torpedo with an oxygen thermal engine using serial components and solutions from the 53-56, 53-57, 53-58, 53-56VA and 53-61 torpedoes. It was developed on an initiative basis by the Design Bureau of the S.M. Kirov Machine-Building Plant (Alma-Ata) by decision of the plant director P.Kh. Without technical specifications, R&D and development. Chief Designer - at the draft design stage - K.V. Selikhov, later - D.S. Ginzburg (in some sources - Ginzburg), Deputy Chief Designer - E.M. Barybin. The experimental torpedo was fired at Lake Issyk-Kul and in the Black Sea. The author's certificate for torpedo No. 33583 was issued on April 22, 1966. In 1967, tests of the torpedo with an optical homing system were conducted, which turned out to be inoperative. It was officially accepted into service in 1969. The first serial batch of 100 torpedoes was produced by the plant in 1970 and sent to the fleet. In 1970-1971, during the operation of torpedoes in Vladivostok, due to a design flaw, a torpedo exploded with casualties. The deficiencies were corrected and in 1972 serial production was resumed. The torpedo was distinguished by its simple design and low cost with acceptable performance characteristics and was widely used in the USSR Navy.



Loading of the 53-65K torpedo onto the B-871 Alrosa submarine, project 877V Kilo ( <http://alrosa.net> ).



Loading of the 53-65KE torpedo onto the submarine, project 877EKM Kilo, of the Chinese Navy ( <http://cnair.top81.cn> ).

Author: DIMMI

Created: 14.02.2011 22:39:59

Comments: 2

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## SET-65

### DATA AS OF 2011 (standard replenishment)

**SET-65** / "Enot-2" / product 260

**SET-65III** / product 260

**SET-65A** / "Enot-3" / product 269

**SET-65E** / product 260 **SET-65K** / product 260 **SET-65KE** / product 2517 Anti-submarine homing electric torpedo. Resolution of the USSR Council of Ministers No. 111-463 on the creation of new models of anti-submarine weapons was issued on 13 October 1960. The torpedo was developed at the Central Research Institute "Gidropribor" to counter new nuclear submarines at great depths. Chief Designer - V.A. Golubkov. The torpedo was accepted into service in 1965. The SET-65III modification was accepted into service in 1972. The project name "Enot-2" is mentioned in Western sources.





One of the first samples of the SET-65A torpedo with the homing system designed by I.B. Podrazhansky. Museum of the Central Research Institute "Gidropribor", 2010 (photo by V. Zamyatin and E. Erokhin, <http://www.missiles.ru> ). A version of the SET-65 torpedo with the homing system designed by Yu.B. Naumov. Museum "Vladivostok Fortress", Vladivostok (photo by kyk48, <http://fotki.yandex.ru> ). The SET-65 torpedo with the "Sapphire" homing system before loading onto the submarine "Alrosa" of project 877V, Sevastopol, 2008 ( <http://www.alrosa.net> ). Torpedo SET-65K or another modification of the torpedo SET-65 with the "Ceramics" SSN (Rogozhnikov K., Kuzmitsky M. Graduates of the Faculty of Marine Instrumentation - creators of torpedoes. // For shipyard personnel. No. 9 / 2002).







Author: DIMMI

Created: 16.02.2011 00:07:41

Comments: 3

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## MG-104

DATA AS OF 2011 (standard replenishment)

MG-104

★★

Self-propelled hydroacoustic countermeasure device. Developed by the Central Research Institute "Gidropribor", chief designer - R.A. Lukin. Adopted by the Navy submarines in 1987. The device is designed to protect against enemy torpedoes as a false target. The device is placed outside the submarine hull in a unified overboard launcher (UZPU)...



Device MG-104. Museum of the Central Research Institute "Gidropribor", 2010 (photo by V. Zamyatin and E. Erokhin, <http://www.missiles.ru> ).

Author: DIMMI

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## B-VII-40 Golets / PMK-1 / PMR-2

**DATA AS OF 2011 (standard replenishment) R&D B-VII-40 "Golets" / PMK-1 complex, PMR-2 mine PMK -1 complex, PMR-2E mine (export version)** Anti-submarine mine complex / anti-submarine mine-missile with an auto-aiming system. Developed since 1962 by NII-400 (TsNII "Gidropribor") on the topic of R&D B-VII-40 "Golets" using the developments of R&D on the B-IX-30 mine-missile with the use of a new auto-aiming system. Chief Designer - L.M. Wolfson. The first domestic mine complex with an encapsulated mine-missile on a solid-propellant rocket motor accepted into service. The mine-rocket was accepted into service by the USSR Navy in 1972 (in 1973 according to other sources) under the name PMK-1 (anti-submarine mine complex) with the mine-rocket PMR-2 (anti-submarine mine-rocket). The charge of mixed fuel for the solid propellant rocket motor of the rocket was put into production by the Altai Research Institute of Chemical Technology in 1975. In 1990, an export version of the PMK-1 complex with the mine-rocket PMR-2E was created on the basis of the mine-rocket PMR-2. Serial production of the mine-rockets was carried out by the Dvigatel plant (St. Petersburg) and the V.V. Kuibyshev Machine-Building Plant (Petrovavlovsk, Kazakhstan). The closest foreign analogue is the heavier Captor mine (USA).

★★★



Anti-ship mine complex PMK-1 / mine-rocket PMR-2 ( <http://www.kremalera.narod.ru> ).

Author: [DIMMI](#)

Created: 08.04.2011 17:12:35

Comments: 4

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## UETT / TE-2

DATA AS OF 2011 (standard replenishment)

UETT / **TE -2** / product 2562

TE-2-01

TE-2-02 / product 2556

TE-2-03

★★★

Export universal remote-controlled homing electric torpedo. Developed by TsNII Gidropribor based on the experimental UETT torpedo - a universal electric remote-controlled torpedo manufactured in 1987 was created as an export version of the USET-80KM torpedo with a remote control system. In the period from 1990 to 2002, TsNII Gidropribor carried out work on the development of the UETT torpedo under a contract with China - work completed - the torpedo has been developed, the products and necessary documentation have been delivered to the customer. According to 2009 data, development of a torpedo for the submarine project 677 LADA under the name TE-2 began in the 1990s. The TE-2 torpedo is designed to destroy submarines, surface ships and stationary sea objects. Serial production of the torpedoes is expected at the Dvigatel plant (St. Petersburg). Tests (MVI) of the TE-2-02 torpedoes were to take place in 2007. It is offered for export as of 2009 and earlier. In some sources, the torpedo has the erroneously assigned code "Igrushka".



Cutaway model of the UETT torpedo, manufactured in 1987. Museum of the Central Research Institute "Gidropribor", 2010 (photo by V. Zamyatin and E. Erokhin, <http://www.missiles.ru> ).



The TE-2 torpedo in the TE-2-01 version at the arms exhibition of the IMDS-2009 maritime show in St. Petersburg (photo - ABL22, <http://military.tomsk.ru/forum> ).



Author: [DIMMI](#)

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## SAET-50

DATA AS OF 2011 (standard replenishment)

SAET / SAET-2

SAET-50 / product 583

SAET-50M / product 583

★★★

Anti-ship homing acoustic electric torpedo. Work on copying the German homing torpedo T-5 (1943) began in 1945 at NII-400 (now the Central Research Institute Gidropribor) under the supervision of N.N. Shamarin with the participation of specialists from NIMTI (Scientific Research Mine and Torpedo Institute) and the Special Design Bureau of the Dvigatel plant. The ET-80 electric torpedo (1942) was chosen as the carrier, on which the copied homing system (SSN) was installed - product code - SAET. In 1946, in the Caspian Sea near Makhachkala, comparative tests were conducted between a batch of SAET torpedoes manufactured by the Dvigatel plant (Leningrad) and captured German T-Vs. A total of 117 shots were fired, including 41 shots at moving ships. The tests established that the SAET torpedo was not inferior to the German T-V torpedo. After the start of serial production of the new [ET-46](#) electric torpedoes, the SAET torpedo was redesigned for this carrier and named SAET-2. Leading designers for general design were A.V. Kossov and A.G. Belyakov.

Factory tests of the SAET-2 torpedoes were conducted from March to August 1949 near Feodosia. During the tests, 218 shots were fired, including 107 at ships. State tests of the SAET-2 torpedo were conducted there from December 1949 to April 1950. During the state tests, 76 shots were fired, including 47 shots at ships, 2 shots with a standard warhead. To check the accuracy of the torpedo's guidance to ships, 30 night tests were conducted with lighting devices on the torpedo. In all shots, the torpedo passed under the bottom of the ship in the area of the propellers. In total, 430 shots were fired with the SAET-2 torpedoes during the tests, including 195 at moving ships.



The Chinese analogue of the SAET-50 torpedo is the Yu-4 torpedo ( <http://www.sinodefenceforum.com> ).



The SAET-50 torpedo in the Submarine Fleet Museum in Balaklava ( <http://nvs.rpf.ru/nvs/forum> ).

Author: [DIMMI](#)

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